



Arizona Department of Transportation
ROADWAY ENGINEERING GROUP

MEMORANDUM

To: All Users of the Roadway Design Guidelines

Date: May 18, 2001

From: John L. Louis
Assistant State Engineer
Roadway Engineering Group

Subject: Design of Urban Freeway
Entrance and Exit Ramps

The following policy guidance supercedes that contained in the Roadway Design Guidelines for design of entrance and exit ramps on urban freeways. This guidance has been endorsed by Traffic Engineering Group and Valley Freeway Group.

Section 504.8 Ramp Geometrics at Entrance to Mainline- All new or reconstructed entrance ramps in the urban and “urban fringe” freeway areas of Metropolitan Phoenix and Tucson shall be designed as parallel type entrance ramps. On a case by case basis, freeway entrance ramps in other urban areas such as Yuma, Flagstaff and Kingman shall be evaluated for parallel versus tapered type entrance design.

Section 504.7 Ramp Geometrics at Exit from Mainline- All new or reconstructed exit ramps in the urban and “urban fringe” freeway areas of Metropolitan Phoenix and Tucson shall be designed as parallel type exit ramps. On a case by case basis, freeway exit ramps in other urban areas such as Yuma, Flagstaff and Kingman shall be evaluated for parallel versus tapered type exit design.

Please distribute this to all design personnel and Project Managers under your respective groups.

C:

Roadway Engineering Group	Regional Traffic Engineers (4)
Traffic Group	Materials Group
Valley Freeway Group	Local Government Section
Statewide Project Management Group	Engineering Consultant Services
Districts (10)	FHWA
Bridge Group	